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RAILROAD URGED FOR LOST PROVINCE

Ask Committee to Recommend Action to General Assembly—R. N. Hackett is Speaker—Road Through the Northwest Would Save Freight of \$100 on Car, it is Claimed.

(Charlotte Observer.)

Urging that Colonel Benehan Cameron and A. J. Draper recommend that the general assembly take such steps as is necessary to provide for the linking of the so-called "Lost Provinces" with the rest of North Carolina by railroad, a motion made by Heriot Clarkson at a meeting last night at the Chamber of Commerce and seconded by Dr. John Q. Myers a native of Wilkes county, was unanimously adopted.

Colonel Cameron and Mr. Draper are members of the committee appointed by Governor Morrison, upon recommendation of the last General assembly, to investigate the needs for and potential benefits of a railroad, connecting Avery, Watauga, Ashe and Alleghany Counties with the rest of the state.

Former Congressman R. N. Hackett, of North Wilkesboro was the principal speaker at the meeting and Mr. Hackett outlined the steps that had been taken thus far, speaking familiarly and impartially of the various routes into the counties and outlining the steps that have been taken.

What They Want

Speaker after speaker arose and declared that the "citizens of the four counties are tired of being referred to as belonging to the "Lost Provinces" stating emphatically that they are native born 'Tar Heels,' and desire to be known as such.

"We are not in favor of the general assembly showing any favors to a few counties of the state but, if it is found that this will be a step that will benefit the entire state, we wish a railroad into that section," as many as five speakers asserted.

"This road will benefit the entire state, both by providing a shorter and more direct route to the coal fields and by giving the citizens of those counties a gateway into their state," the speakers further declared.

Route a Secondary Matter

As to the route they averred that it did not matter. Any route that was found by a state engineer to be feasible and to be the best route would be entirely satisfactory to them. "The problem is not one of a route. We don't want a road that will be of purely personal benefit to any one person, or to the citizens of the four counties," they stated. "But what the citizens of the section are solidly in favor of is such action as will provide an outlet to these four counties, giving them the advantage of the market they deserve, and giving the state the benefits of a shorter trade and a shorter, direct route to the coal fields. It is not a question of direction but one of action."

After the address of Mr. Hackett, in which he confined himself entirely to the facts in the case, the distances, grades, conditions of the country, the problems that the constructors of the road would meet and some of the advantages of such a road, former Sheriff Presley E. Brown of Wilkesboro; W. J. Shuford and H. W. Link of Hickory; Frank D. Grist, representative of Caldwell county, Mark Squires, senator from Caldwell county, and Dr. L. B. Moss, of Henderson County made short addresses.

Agree Upon Route.

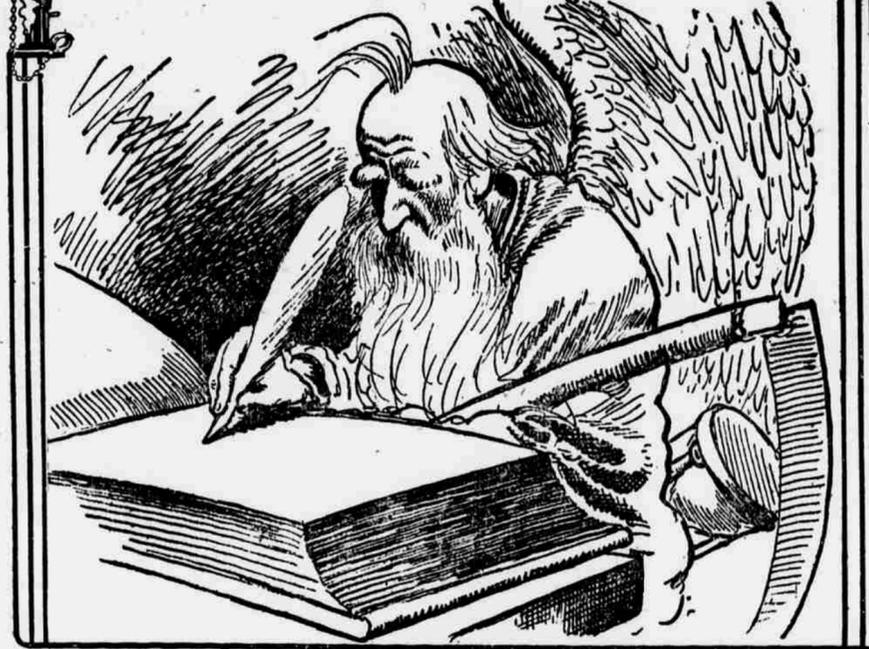
At the close of the meeting Mr. Hackett and former Sheriff Brown presented a proposition to the other representatives upon which they all agreed, providing for a route connecting Hickory with Grandin, Elk river and the Yadkin river branch of the Southern Railroad and extending to Boone, from which point it could be connected with the Carolina railroad leading north and the lines at Butler, and Appalachia, Tenn. leading west.

This line, it is stated, will require but 69 miles of grading and construction and will provide Lenoir, Wilkesboro, Boone, Jefferson and Hickory with lines leading in all four directions. The Chamber of Commerce and the board of Commissioners are to examine the propositions thoroughly and report to the general assembly.

Other members of the committee appointed by Governor Morrison are Major W. C. Heath of Monroe; T. C. Bowie, of Jefferson and C. D. Bradham of New Bern. The committee was named by the governor to investigate the proposition and report upon the advisability of the state's selling its stock in the North Carolina railroad to defray the expenses of building the proposed road.

Among the statements made at the meeting were the estimates that such a route would shorten the hauling distance of coal into the cities of North Carolina approximately 145

"Good-Bye, Old Year!"



GOOD-BYE, Old Year!—the fickle World Pursues another Flame, And Time—the ruthless, changing Time— Will now erase your name.

And yet your younger rival with His aspect bright and new Is but an unread version of The hopes we had in you.

The apple-blossoms of his Spring, The little seeds that lie Deep buried in the Heart of Earth, Will live again—and die.

He, too, will give the warmth of Sun, And days of slanting rain, As he deals out our yearly share Of happiness and pain.

The big round moon and silver stars That lighted up your skies Will shine upon as many loves In just as many eyes.

And he will bring the fragrant June When crimson roses nod, And hurry through the Summertime To flaunt the goldenrod.

The painted pathway of his Fall Will be with clouds o'ercast, Because his Winter footsteps reach The Portal you have passed.

Good-bye, Old Year!—we loved you well; We found your treasures dear, But you have died as monarchs die— And so—Long live the Year!

—Nan Terrell Reed, in N. Y. Times

JUDGE OPPOSES DEATH PENALTY

Sentenced First Man to Die in North Carolina's Electric Chair—Retiring After 16 Years Service.

Raleigh, Special.—"After 16 years on the bench, during which time I sentenced the first man to die in North Carolina's Electric Chair and have sentenced five others who were executed, I am more than ever opposed to capital punishment."

Judge C. C. Lyon, now in Raleigh, presiding over his last term of superior court, today made this statement while discussing his experiences and the impressions he had gained while serving as a jurist.

"I would be more active in my opposition to capital punishment," he said, "if it were not for the fact that a majority of persons convicted of crimes carrying long terms of imprisonment either escape or are clemency within a few years. Very few of them ever serve their complete sentence."

"Still, I believe capital punishment has failed of its purpose and is not humane."

Although 72 years of age, Judge Lyon is very active. His face and figure give him an appearance typical of a jurist. His hair and mustache are white, but the blue grey that peer at one from behind shell-rimmed glasses are clear and steady.

"Sixteen years is long enough for a man to spend on one job," he smilingly replied when asked why he was retiring.

"When I became judge of the superior court I reached the height of my ambition. As a youngster I used to drive into Elizabethton and there I invariably wound my way to the courthouse, where I listened to the trial of cases. I resolved then that my goal in life was to become a superior court judge."

Judge Lyon's early education was interrupted by the war between the states and the resulting conditions, but later he attended the Maysville high school in Bladen county and then studied law in the office of his older brother, the late Robert H. Lyon, at Elizabethton. He was admitted to the bar in 1872.

In 1900, he was appointed solicitor-general of his circuit by Governor Aycock, and a year later he was elected for a term. He was elected judge of the seventh judicial circuit in 1915 and re-elected eight years later.

"Attorney's of the present day," said Judge Lyon in replying to a question, "as a whole are not eloquent or as oratorical as those of olden times."

"There also has been another change; years ago lawyers were forced to take all the cases that came to them in order to make a living. Today, they are specializing in the different phases of law and handling only certain kinds of cases."

Judge Lyon is the father of four children, three of whom are boys and one girl. One daughter, Mrs. J. M. Clark, has followed their father's profession in Elizabethton.

Homer L. Lyon, the oldest son, is a member of Congress from the sixth North Carolina district, having been nominated over H. L. Godwin, incumbent, 1920, elected and re-elected in 1922. Before being elected to this office, he was appointed solicitor-general of the eighth judicial circuit and served six years.

Terry A. Lyon is practicing law in Washington, D. C. During the war he was assistant judge advocate, with the rank of major, of the 34th division. J. Alden Lyon is practicing in Elizabethton.

IF WE KNEW

(James Monroe Downum)

How would our souls with sadness fill

And how our hearts with love would thrill,

If we knew this parting was our last!

No careless word would mar the scene,

But every feeling sad, serene, Would bring our lives in ties so fast.

Some anxious tears would fill the eyes

When we should say our last good-byes,

If we but knew we'd meet no more.

Some prayers would be the words we said

With richest blessings on the head That now is going on before!

And how our anxious hearts would bleed,

In earnest prayer our souls would plead

For those who're coming on behind;

And as we'd view the peaceful skies We'd turn with trust pleading eyes That all the Better Home may find.

Funny how a girl with a Christmas ring hates to wear her Christmas

THIS WEEK'S ISSUE OLD SIZE

For the first time since its establishment the Democrat comes out on Christmas week. Our standard size is now eight pages and we intend to stick to that number from now on, but in order that the force might be able to enjoy a day or two of the holiday season, we come out with four pages this week.

miles and that it would save the consumers practically \$100 in freight rates every year.

What report the commission will make to the general assembly and what steps they will urge, could not be learned last night, but it is understood that they will oppose the sale of any stock owned by the state in the North Carolina Railroad. It is mentioned as a possibility that they might urge the general assembly to have an engineer investigate the proposed route with a view of ascertaining the cost of such a road.

Such a road, it is stated, would put the cities of the state in close touch with the Kentucky coal fields and would give the state a direct route into the middle and northwestern states, thus avoiding a haul thru the so-called key cities of Virginia and saving thousands of dollars in freight rates. This saving, it was pointed out, would come both from the number of miles of the haul and from the avoidance of the rates that now apply when coal and other products are brought through the "key" cities.

SHORT COLLEGE COURSE FREE FOR BUSY FARMERS

Giant circulars, beautifully printed, and copiously illustrated, are this week going out to all parts of North Carolina calling farmers and their sons to State College for the short course given by the institution from January 8 to 19 inclusive.

The course in agriculture designed for busy farmers has five major appeals. There is a special training for cotton, tobacco and small grain farmers; a second for fruit and vegetable growers; a third for farm dairying; a fourth for poultry raising, and a final course in cotton classing. All are free.

The college is asking that all who expect to enter the short course come January 8 and be ready for classes the following day. In giving free tuition the institute makes the work the right of every person. The principal cost of attending will be board and room rent, which for the term will barely be \$10. The College has a limited number of rooms at \$3 a week and it supplies board at 75 cents a day. The visitors will have the special privilege of taking their meals in the dining hall. The College laundry will serve the visitors a \$2 to \$3 a month rate. Private families will furnish rooms in the College vicinity from \$4 to \$7 a week, two in a room.

The short course comes in the early days of the General Assembly which will be in session when the special students come to Raleigh. By

attending at this time many farmers who would hardly see the capital in a decade and perhaps the legislative body never, will have an opportunity to observe how the law-making branch of the government responds to the needs of those back home. No meeting could be of more interest to either. The people in whose interest State College was created, will have an opportunity to show the representatives what it is doing.

In entering the College no examination to any of the courses will be required. The greatest benefit will come to those whose fundamental education fits them for observing the work done. The special course will run concurrently and will be open to all those who are engaged in, or interested in the different subjects outlined above. They, of course, have no connection with the regular College courses. The purpose of this short course in agriculture is to stimulate farmers into the practice of more modern methods and into the more businesslike running of their farms. The specialists of the College, the Experiment Station, and of the extension Service are the farmers associates during those 12 important days.

The College feels that this course is one of the greatest opportunities that North Carolina farmers will ever have. They have an especially important service now in ridding the State of the Boll Weevil, in promoting the growth of fruits and vegetables, encouraging dairying in the State, and in improving the poultry

output of the commonwealth. In these several endeavors the institution offers specialists who can assist farmers in bringing these four things almost immediately to pass.

For State College doesn't merely teach agriculture, it lives it. It has a large group of students at work in every department which it means to carry to the very doors of the farmers by bringing them here, showing them the way to farm and sending them back missionaries in the faith. It is no longer debated whether the course pays those who attend it. The College has no record of a disappointed short course student. And it seeks another multitude of satisfied sons of toil and soil who found in their brief stay here much that will follow them through their agricultural lives.

THE FOX FARM

From the Philadelphia Record.

Without personal knowledge it is difficult to realize how the industry of fox farming has grown in Canada. An exhibition was recently held in Toronto where 300 silver black fox were shown of an estimated value of perhaps half a million dollars. There are about 800 fox farms in the Dominion all of them having their beginning in the act of a farmer's boy at Georgetown, Ont. 15 years ago, who caught a pair of foxes and began to breed them. Some of the present fox farms represent large investments from which substantial profits have been made in supplying furs to the American market.